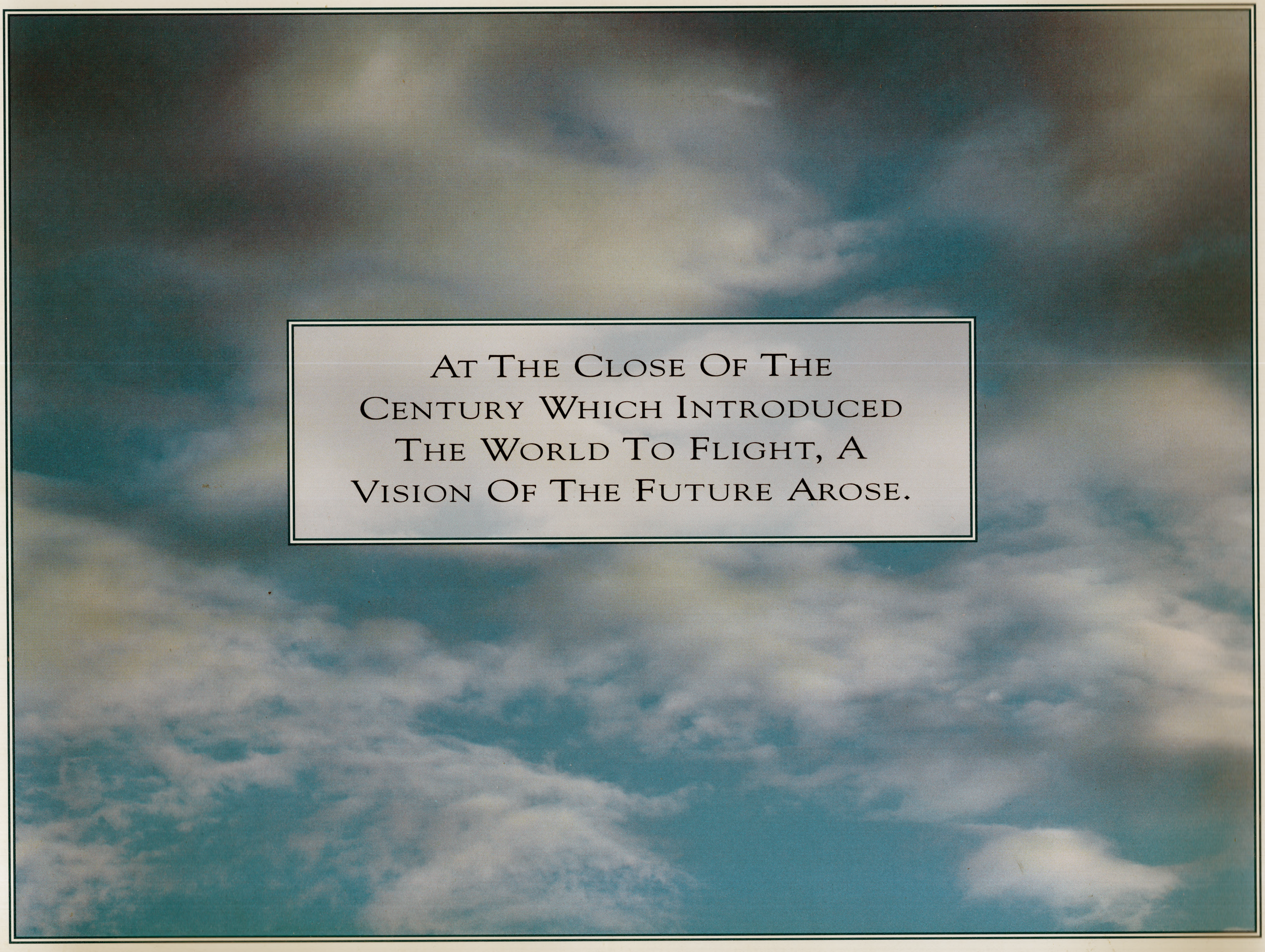
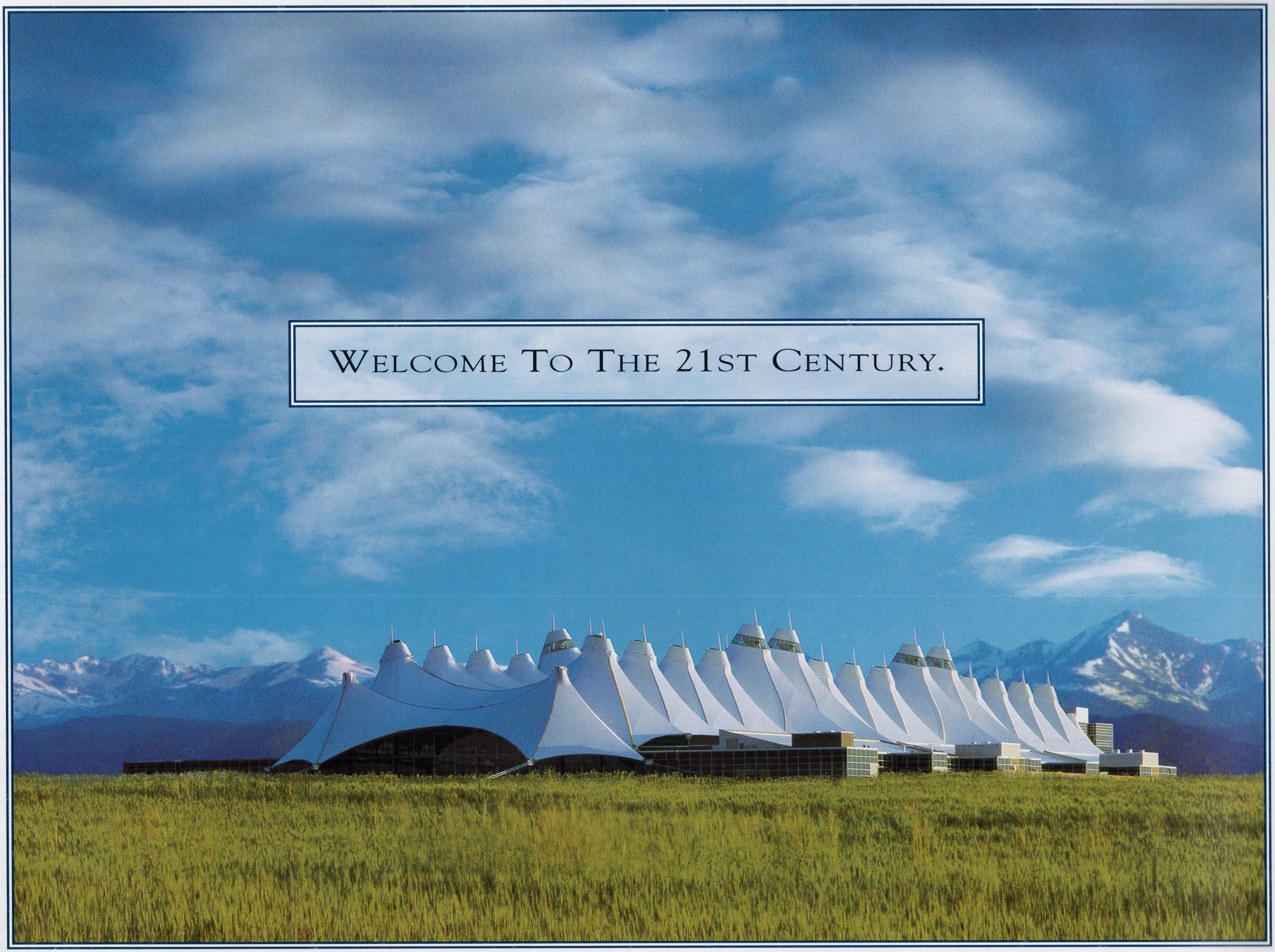


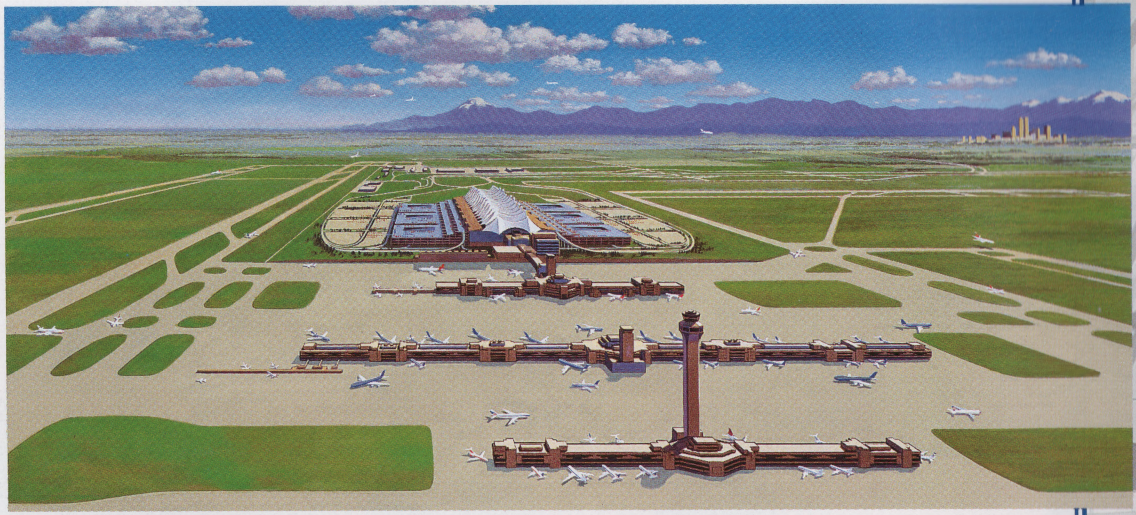
At The Close Of The
Century Which Introduced
The World To Flight, A
Vision Of The Future Arose.



WELCOME TO THE 21ST CENTURY.

INTRODUCING
DENVER INTERNATIONAL AIRPORT.
A TESTAMENT TO WHAT CAN BE
ACCOMPLISHED WHEN YOUR
FOUNDATION IS A CLEAN SLATE.

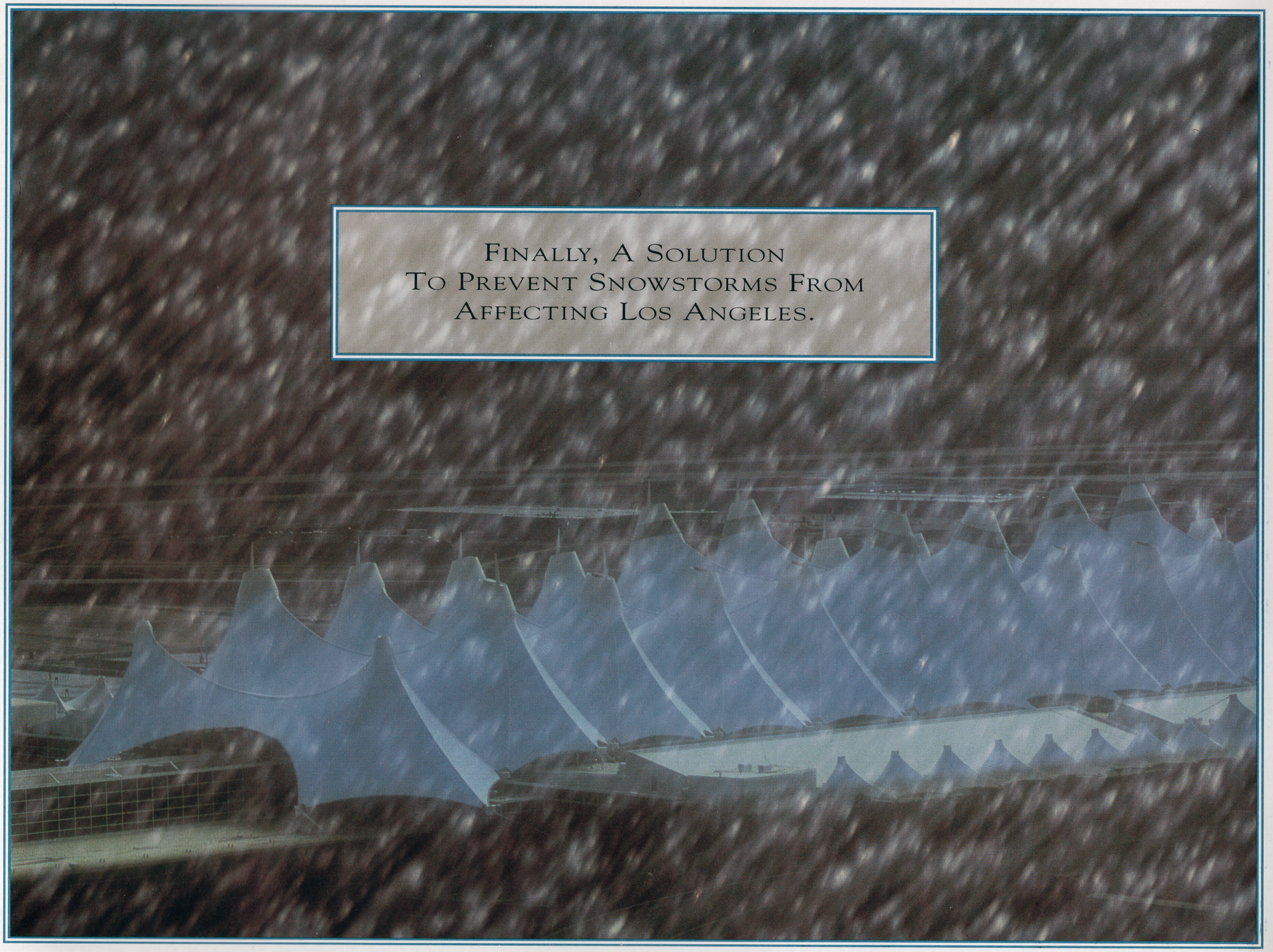
Several years ago, the citizens of Colorado were faced with a challenge. Stapleton airport, the eighth busiest in the world, was plagued by inefficiencies. The growth of Denver as an airline hub city had created more traffic than its airport was able to handle effectively. The airport's limited space and its inability to accommodate multiple landings in bad weather were creating backups in the entire nation's air traffic system. As the number of flights grew, so did the amount of time passengers had to wait to get in and out of the airport.



Out of this frustration came a vision for the future. A new airport would be built, with the most efficient airport plan the world has

ever seen. It would be created from the ground up, with no predetermined limitations. Created with a plan that would allow the airport to grow and expand without compromising its efficiency. A plan that would capitalize on Denver's location near the geographic center of the continental United States, helping make the city a strong new force in the global economy.

Guided to completion by The Honorable Wellington E. Webb, Mayor of Denver, that vision is now a reality. Denver International Airport. The first new airport in a major U.S. city in nearly twenty years, it will completely change the way airports are designed and built. An achievement of such monumental proportions, it ushers in an entirely new era of air transportation.



Finally, A Solution To Prevent Snowstorms From Affecting Los Angeles.

More than half of the passengers who fly into Denver are making connections to other cities. So when weather conditions slow traffic in and out of Denver, backups in other cities around the country are inevitable.

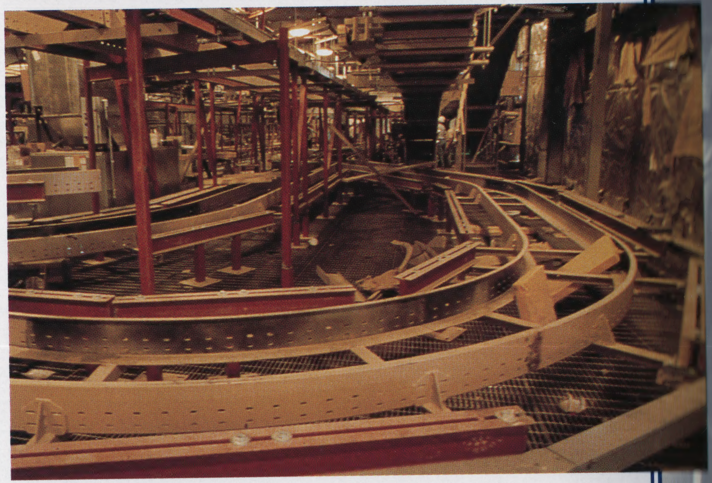
Denver International Airport was designed for steady traffic flow in any weather condition. The airport's flow-through traffic pattern allows planes to land, taxi to concourse gates and take off again all in one direction. The unique runway design enables air controllers to shift traffic quickly depending on wind direction. The spacing of the runways, along with the world's most advanced runway and taxiway lighting system, allows three streams of aircraft to land simultaneously, even in the worst visibility. Four separate deicing stations are set up near the takeoff runways so planes can depart immediately without taxiing, eliminating the chance for ice to build up again.

Altogether, the intelligent exterior design of Denver International Airport will save the airlines and their passengers millions of dollars in delay costs each year.

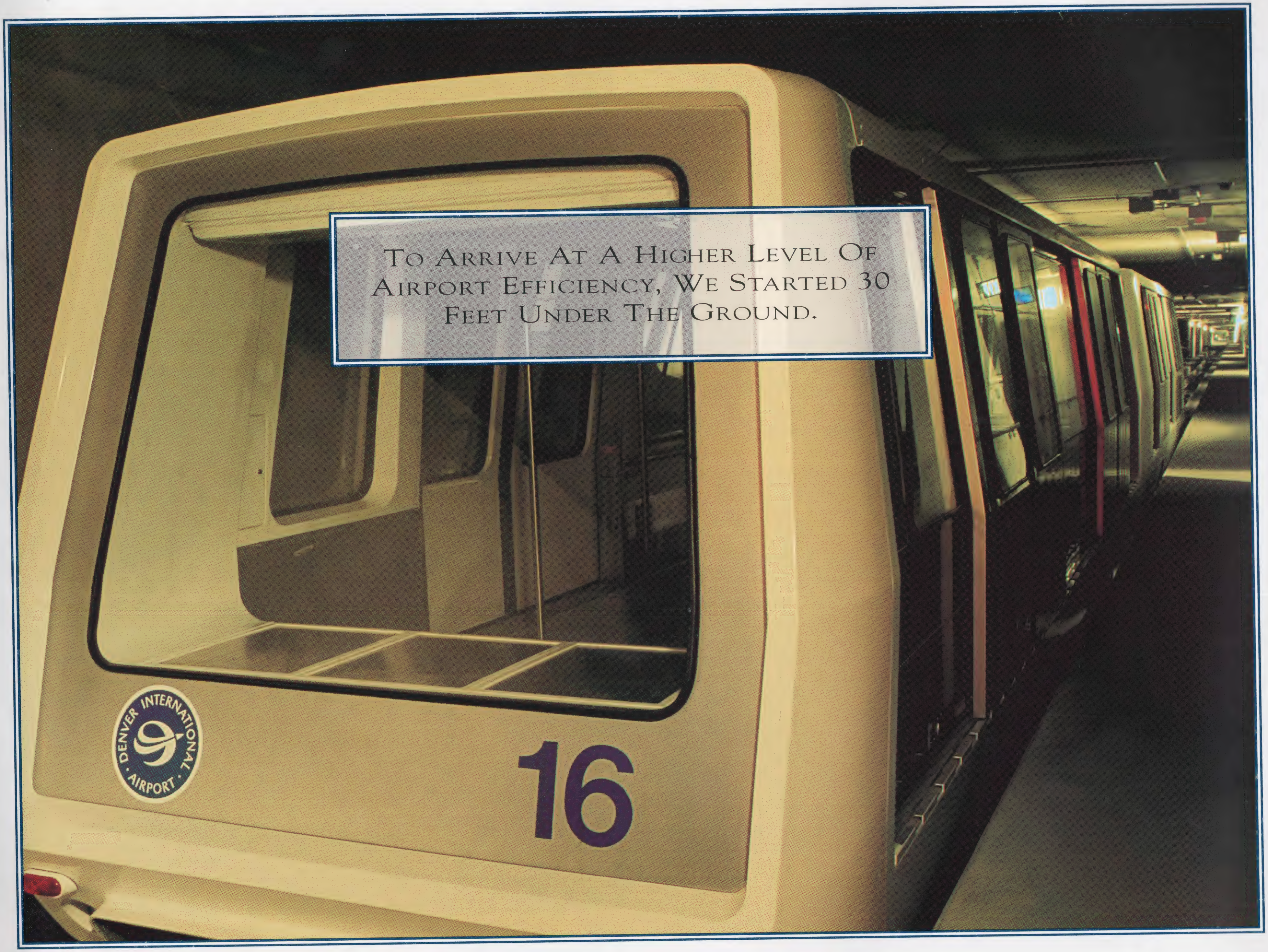
Continental
UNITED

In order to allow more efficient movement of aircraft and reduce time taxiing and waiting on the ground, airport planners designed the concourses with plenty of space between them. Of course, this meant they also needed an efficient way to get passengers to the concourses.

The solution? An underground train that carries passengers from the main terminal to the concourses. Trains leave the terminal every two minutes, with the trip to the most distant concourse taking only four minutes. The trains are quiet and pollution free, and are fully accessible to disabled travelers.



The baggage transfer system is the most advanced in the world, and is designed to easily accommodate skis. Each piece of baggage is placed in a container and bar-coded, and is then automatically routed to the proper concourse or baggage claim. Bags move through the airport



To Arrive At A Higher Level Of Airport Efficiency, We Started 30 Feet Under The Ground.

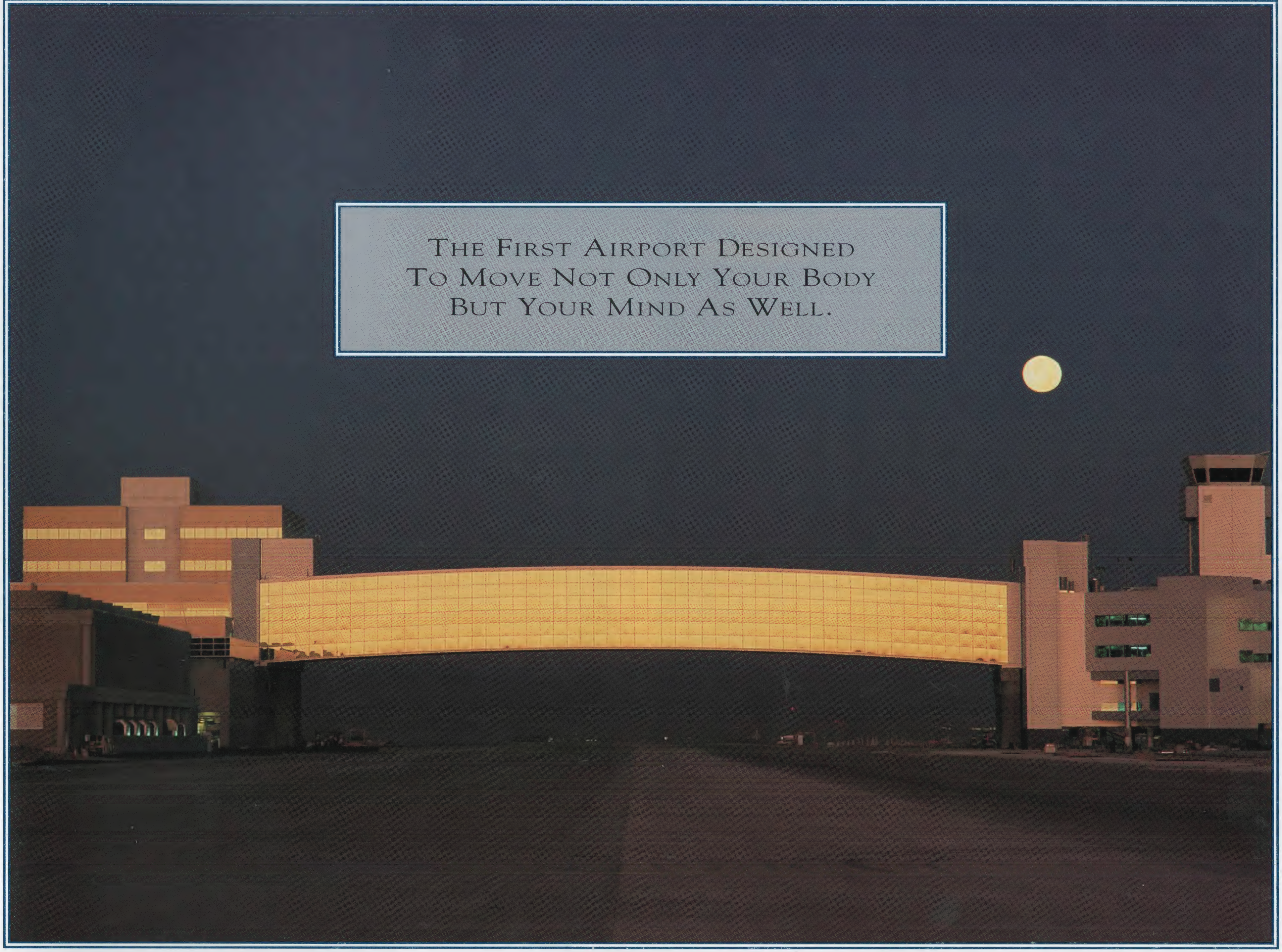
DENVER INTERNATIONAL AIRPORT
16

at speeds up to 20 miles per hour, so arriving passengers will find their bags waiting for them after their speedy train ride from the concourse.

At Denver International Airport, even the parking lots were designed intelligently. No parking space is more than 750 feet from the terminal,

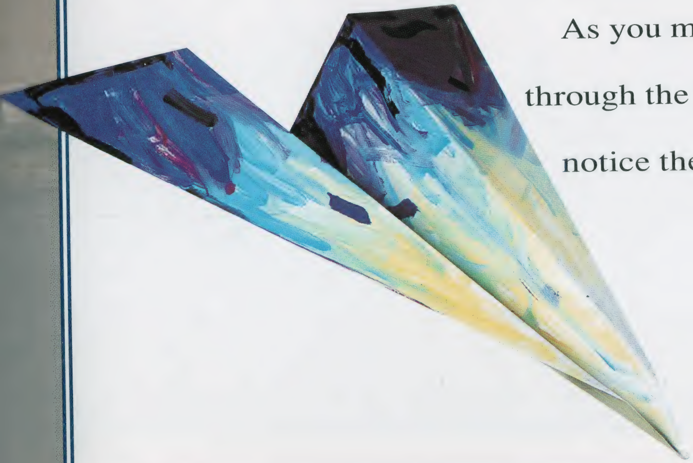
making the average walking distance much less than what it was at the old airport. The terminal offers three levels of curbside access, with separate levels for arriving passengers, departing passengers and commercial vehicles such as taxis, hotel vans, ski shuttles and buses.

Passenger Pickup
Ticketing / Check-In



THE FIRST AIRPORT DESIGNED
TO MOVE NOT ONLY YOUR BODY
BUT YOUR MIND AS WELL.

From the beginning, Denver International Airport was designed to be as aesthetically pleasing as it is functionally efficient. It's hard not to have your breath taken away the first time you step inside the 1.4 million square foot main terminal. A huge atrium surrounds you, illuminated by soft, shadowless light coming through the 126-foot-high translucent roof. Through the windows is a spectacular view of the Rocky Mountains.



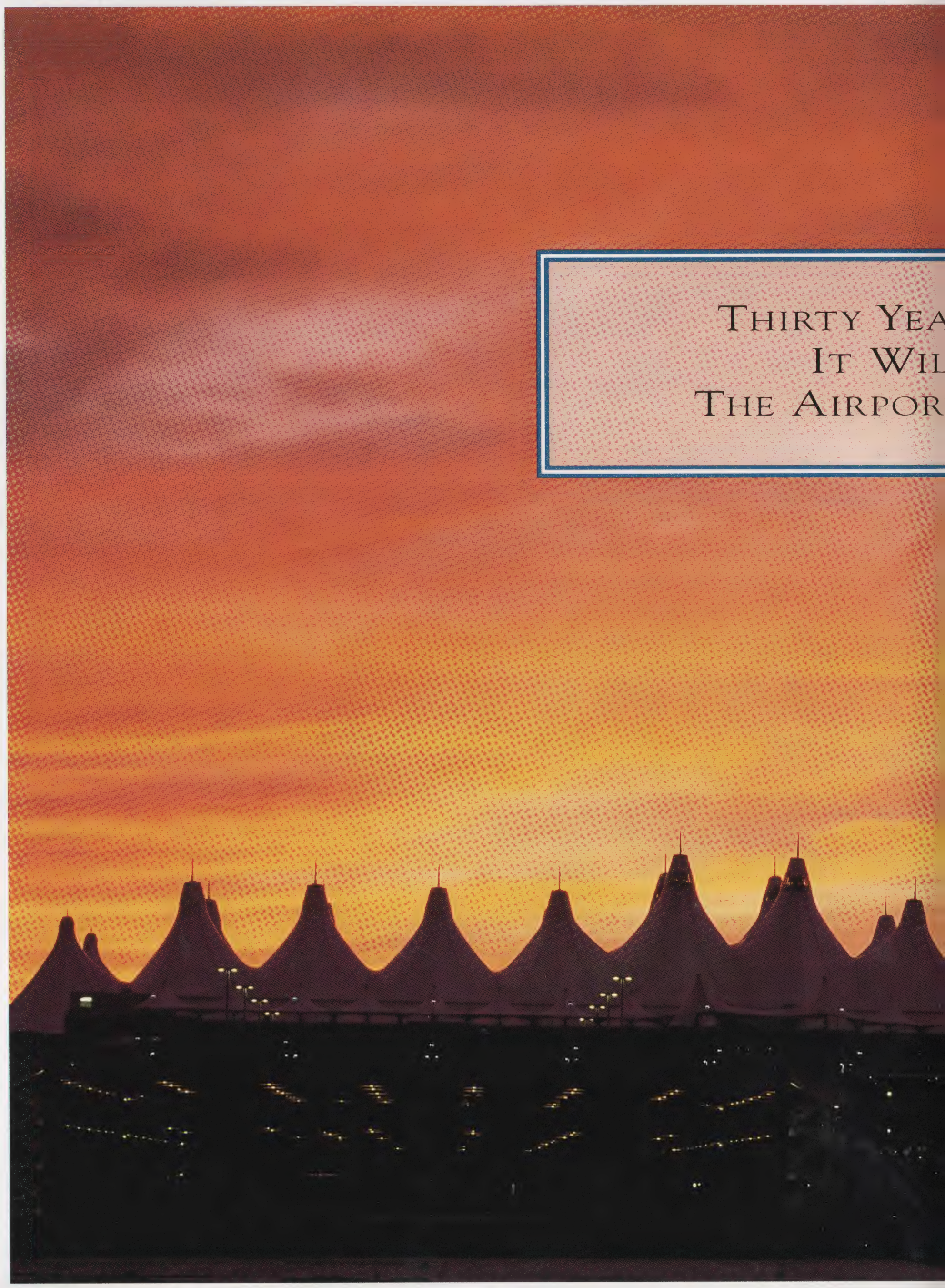
As you make your way through the airport, you'll notice the unprecedented collection of original art. $7.5 million was budgeted for local and national artists to create works specifically for this unique setting.

The art focuses on several themes relative to the surroundings, including western life, travel, light, and space.

A fountain shoots shapes of water resembling mountains into the air, producing a symphony of sound. Metal sculptures mimicking paper airplanes hang from the ceiling, pointing passengers to their destinations. Outside the airport, a 30-foot tall sculpture of a mustang greets visitors as they arrive.

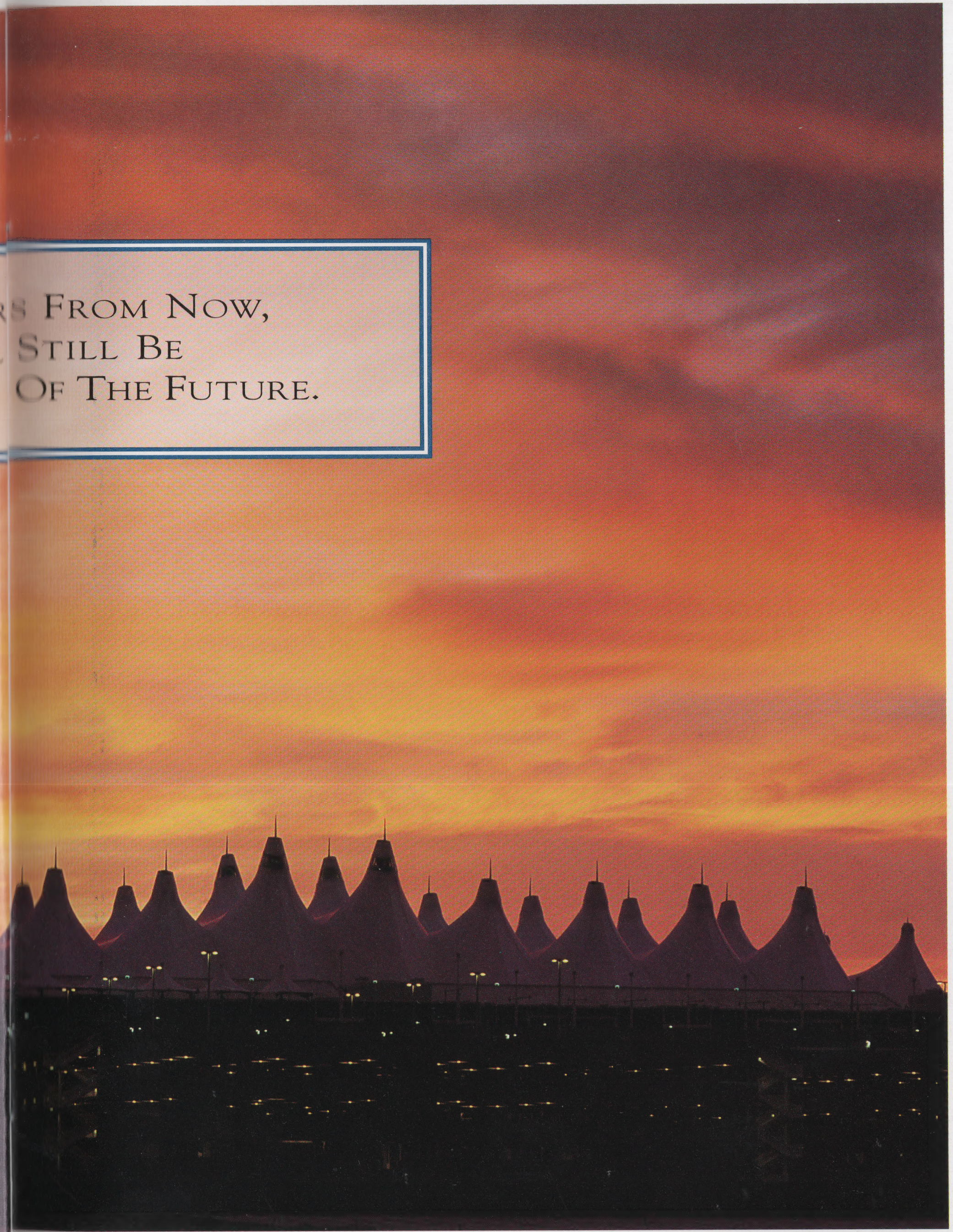
More than any other airport in the world, Denver International Airport is designed to grow and expand to accommodate the future, without disrupting operations. Already, an additional 16,000-foot all-weather runway is scheduled to begin construction in 1994, allowing fully loaded long-range aircraft to take off for destinations around the world.

The planning for additional runways and concourses has already taken place, allowing them to be efficiently integrated into the traffic flow. The terminal is designed to be expanded, existing concourses can be lengthened and new concourses can be added, allowing DIA to



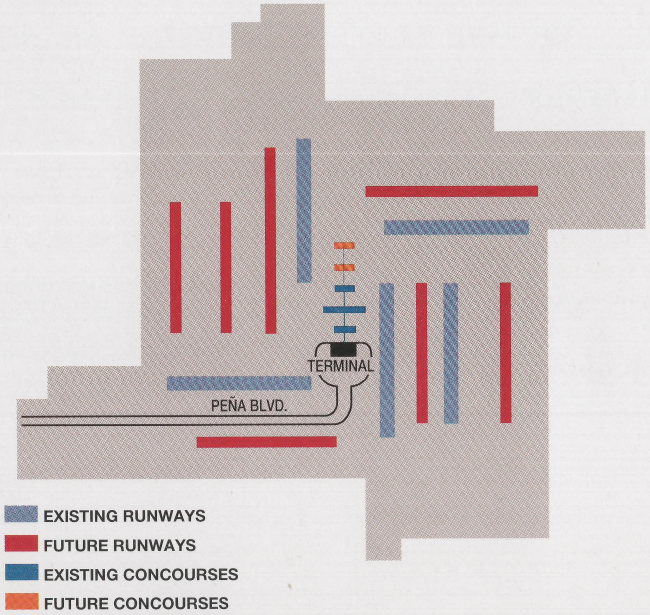
THIRTY YEA
IT WIL
THE AIRPOR

S FROM NOW,
STILL BE
OF THE FUTURE.



grow to accommodate more than 200 full-service gates. The overall airport plan allows for the expansion of DIA to handle up to 110 million passengers annually by 2020.

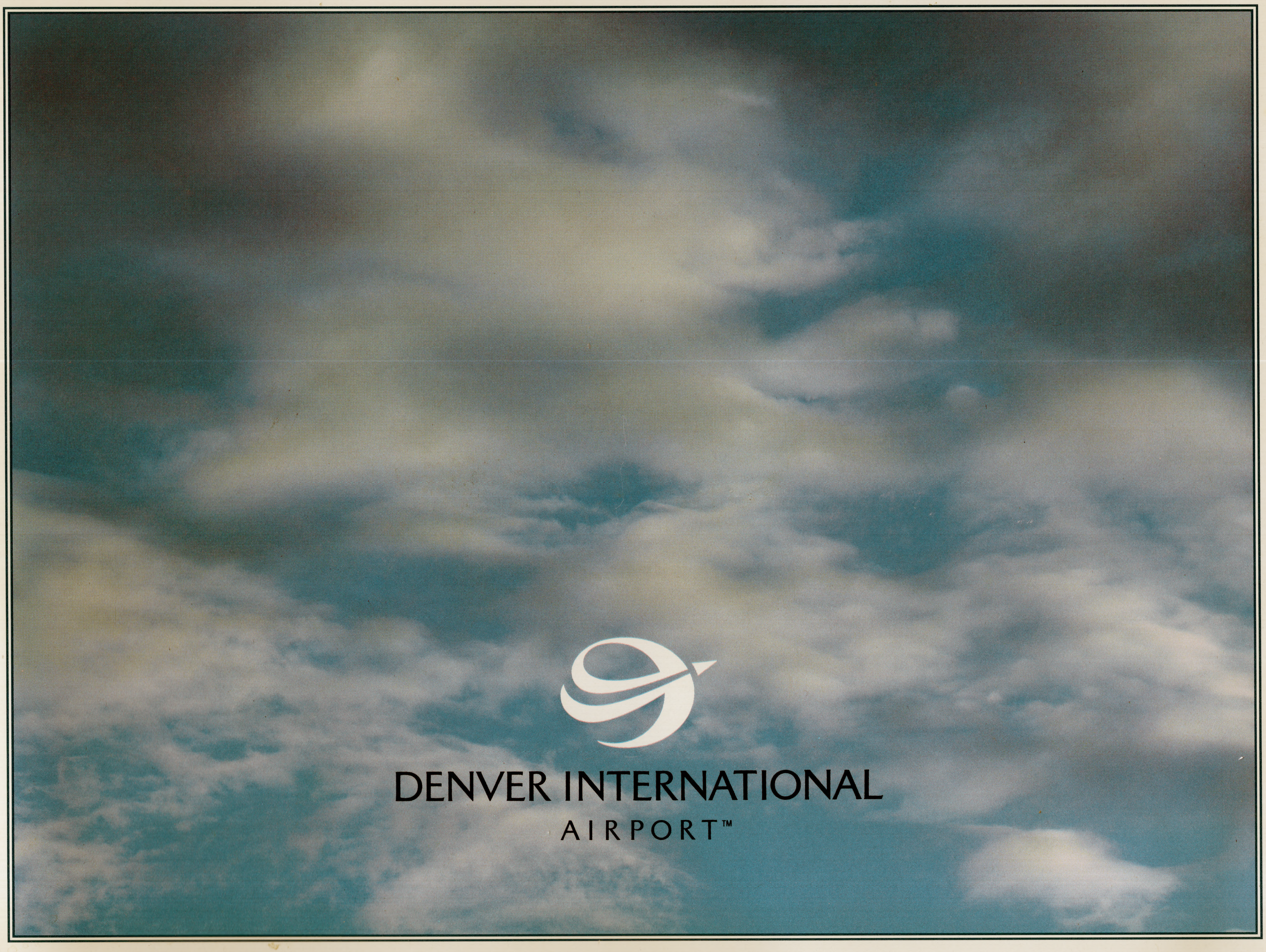
DIA's impact on the regional economy will be great, helping to further establish the Denver area as the center of trade and commerce in the Rocky Mountain region.


TERMINAL
PEÑA BLVD.
EXISTING RUNWAYS
FUTURE RUNWAYS
EXISTING CONCOURSES
FUTURE CONCOURSES

4,500 acres between the airport and I-70 have been set aside for the Gateway Plan, a unique land-use concept combining pleasant residential neighborhoods with strategically located hotels, offices and other commercial development. As the economy at and near the airport thrives, the resulting development, employment and tax revenues will benefit all of Colorado.

The achievement that Denver International Airport represents is even more impressive when compared to other new international airports. Built at a cost of $3.1 billion, DIA will handle more than 500,000 aircraft operations annually upon opening, making it less expensive yet busier than new airports built in Munich, Hong Kong and Osaka, Japan. Costs of those airports range from $5.9 billion to $16 billion, while the busiest of them, Munich, is projected to provide only 185,000 annual aircraft operations.

Never before has so much ingenuity, technology and foresight gone into the building of an airport. Denver International Airport will serve as a model of efficient airport design for years to come, and will forever be an example of how much can be achieved when the sky is the limit.



DENVER INTERNATIONAL
AIRPORT™